AMENDMENTS TO THE SPECIFICATION

Please replace the paragraph beginning on page 13, line 17 with the following amended paragraph:

According to the embodiment, as shown in Figs. 1 and 2, there is provided the outboard motor in which a controlling input by the crew member to the throttle operating unit is mechanically transmitted to the throttle valve of the engine accommodated in the outboard motor main body via the wire cable of several meters so as to drive the throttle valve to be opened and closed, since the location of a throttle operating unit such as a throttle lever 81 by which the crew member controls the opening of the throttle valve for controlling the volume of intake air to the engine and a location the outboard motor main body accommodating therein the engine are positioned away from each other on the hull. In the outboard motor, the electric air control valve 14 for increasing and decreasing the volume of intake air to the engine via the separate system from the throttle valve and the control unit including an actuator for controlling the opening and closing of the air control valve 14 are provided on the engine accommodated in the outboard motor main body, and in that the engine speed operating unit (44, ~~46~~45) is provided by which the crew member directly inputs an air increase or decrease signal into the control unit of the electric air control valve 14. To be specific, the throttle valve (the throttle body, a carburetor) equipped in the outboard motor is designed to be controlled and driven (to be opened and closed) from the throttle operating unit (the remote control box) in the cockpit on the hull via the throttle cable having a length of 5 meters or longer. The throttle cable is constituted by an outer cable and an inner cable which is slidably inserted through the outer cable, and the sliding resistance between the outer cable and the inner cable changes depending on the throttle cable length, the number of bends along the length of and curvature of the throttle cable. The throttle cable is laid out as illustrated by broken lines in Fig. 11, which will be described later.